

Good Morning 696

The Daily Paper of the Submarine Branch
With the Co-operation of the Office of Admiral (Submarines)



Mail Office News for Sto. E. Percival

CARE of the G.P.O. comes a up, too, so that a really big party story and picture for you can be arranged.

After calling at 4 Warwick Road, Twickenham, and finding your wife out, we were directed to the Post Office, and were just in time to catch her before she left on her round.

Mrs. Percival is liking her work very much, and, as you'll see from the picture, she certainly looks well doing it.

She sends you all her love and hopes it won't be long before you get back home again to eat the bumper fish tea that will be waiting for you.

She told us that Puggy Mills is still going "diving." Does that mean anything to you? Anyway, she sends her best regards to "Lordie" and "Dad," so may be you can pass that on. Mac is coming home in July, so what about hurrying yourself

English

Fry's and Bristol are synonymous; that is to say, whenever one thinks of Fry's one thinks of Bristol, and vice-versa; it is, in fact, a part of the history of modern Bristol.

Well, a book has been published called: "English City; the History and Future of Bristol," and Fry's, the chocolate people, have sponsored it.

The story of the old town is told in a remarkable series of pictures, which include many aerial views, ancient documents and modern charts in colour, and should make Bristol even better known than it is already, for it makes a special appeal to America and the Dominions.

Mentioning big parties—the Duke and the Jolly Blacksmith are both still in the running, so they might make a goodly contribution, don't you think?

Your wife ends by asking you not to forget the silk stockings if there are any around, and joins all the folk at Warwick Road and Twining Avenue in wishing you all the very best of luck and a speedy return home.

CRICKET

BRISTOL is getting to look like its old self again; most of the big business concerns which came here during the early days of the blitzes on London having returned to their pre-war homes.

Bristol's own evacuees have returned, too, from their hide-outs in more sheltered parts of the country.

The Stars and Stripes, which had been flying over Clifton College for so long when it was occupied by the American Army, has now had a thorough wash and brush-up.

The green, in front of the college, where we have been watching baseball matches, is in superb condition at the moment, and there is likely to be some good cricket there this season.

It is said that over 400 cricket matches have been arranged to be played in the district between the various junior clubs this summer. Somerset, by the way, is one of the few county clubs which has a balance of funds in hand at the moment.

W. H. MILLIER AND HIS PALS AT THE SIGN OF THE JOLLY ROGER Will Pre-War Champs Take the Ring Again

THE sporting pals were trying when they were in work, were to fathom the reason for the poverty of professional boxing. "You can't blame the war for this," said Nat Wilson, the old boxer, whose opinion was highly valued when ring matters were under discussion. "I'm glad you've mentioned the Welsh school," said the Guv'nor, "because I can name three of the best champions who were not miners. Jim Driscoll, the greatest feather-weight the world had ever seen, worked on a Cardiff newspaper, and learned his boxing as an amateur. Tom Thomas, the first holder of the Lonsdale middle-weight belt, was a farmer; and Fred Welsh, who won the world's light-weight title in 1914, could have earned a living at almost any calling you care to name."

"That does hit my line of argument for six," agreed Nat, "but I still think in the large sense that most of the best boxers we have seen in our time were driven by force of circumstances to adopt the ring as a career."

"There is a lot of truth in that," said the Guv'nor, "but it does not strike me as being the whole truth. I could name a good many champions who took to the boxing game because it appealed to them, not because they had failed to gain their livelihood in any other way."

"You can always find exceptions to prove every rule," put in Bernard, "but I think on the whole that Nat's contention is not far wrong. Take the Welsh school for instance. The vast majority of Welsh boxers, when Wales could produce champions at every weight, were miners, whose wages,

was as marked as it is now, people expected to see a big influx of boxers from the Services, and they were disappointed. There is such a wide gap between the ordinary Service boxer and the professional of championship pretensions."

"History is repeating itself in the boxing line in this war," said the Guv'nor. "After the last war we had all the old-timers, who were long past their prime, returning to the game to pick up the easy money that was going begging. This was not only the case with the professionals; it was almost the same in the amateur side of the game."

"Let us look at the list of amateur champions for 1914, when there were only five weight divisions. When the A.B.A. Championships were resumed, in 1919, nearly all the old champions retained their titles."

The 1914 winner of the bantams, W. W. Allen, of the Polytechnic, won again, in 1919, to register his fourth championship win. He did not win all four in succession. After Allen had won two championships Alf Wye became champion in 1913, and turned professional immediately afterwards.

"Wye, I believe, still drives a van for The Star newspaper, and, curiously enough, Allen is employed by The Evening Standard, where he has been for many years on the maintenance staff."

"In the feather-weights G. Baker won in 1919, after having won the three previous championships in 1912-13-14. Fred Grace, who was light-weight champion in 1913, won the title in 1919, as the 1914 winner, Bob Marriot,

USELESS EUSTACE



"Blimey! Devil of a bar-rage this mornin', Sarge!"

champions we had H. Brown winning the heavyweights. He was no newcomer to the championships, as he had won the middle-weight title in 1914, and during the war put on weight to such an extent that he could no longer make 11st. 4lbs. The light-heavy weight class had not been instituted in 1919, otherwise Brown would have been the first champion in this weight division."

"I am pleased you recalled the amateur champions," said Nat, "because it bears out my contention that practically no headway is made in boxing form during a war. It may surprise many people to know this, but it is obviously true. The reason is that boxing is indeed a full-time job for a professional, and in war-time there are not the facilities for this."

"But there is a pleasant side to this otherwise gloomy picture. During this war many more youngsters than ever before have taken up amateur boxing, and, if only a third of these boys continue their active interest in the game, we may find a few who will make really good champions."

"Well, we can do with them," said Bernard. "I am tired of seeing the worn-out third-raters who now hold the stage, and I guess I am not the only one."



Garden Group for Sto. Harwood

DO you recognise the group in the picture, Sto. Paul Harwood? You should do, since it was taken in the front garden of your home—11 Pevensey Avenue, Baker Street, Enfield.

You'll notice that your mother is looking well, and is still keeping young and smiling in spite of having you and your father away.

Pop, incidentally, was home the day before we called. He sends you his very best wishes and hopes he'll be seeing you soon. Both he and your mother make the suggestion that you write them more often, so how about it, Paul?

You may be surprised to see Aunt Dolly in the picture, but we were lucky enough to find her on a visit from Hertfordshire when we called, so, of course, we had her in the group.

Derek, by the way, is well, and happy as ever. We couldn't have him in the picture because he was at school, but he's always asking your mother how you are getting on, and he looks forward to seeing you back soon.

Pat still goes dancing at Chase Side, and has managed to find herself a very nice boy-friend! And, by the way, your mother

We ALWAYS write to you, if you write first to "Good Morning," c/o Dept. of C.N.I., Admiralty, London, S.W.1

But the F.A.B. was There

FROM July, 1944, to the end of the war, squadrons of the Brazilian Air Force were flying side by side with the Air Forces of Britain and America, from bases in Italy, yet little was ever heard of this South American Air Force—our biggest Ally in Central and South America. The story behind the arrival of these Brazilian squadrons in the European theatre of operations reveals the presence of an air power in a country which is still three-quarters jungle and river swamps.

BRAZIL'S present contribution force under a Ministry of Aero- to world aviation is essen- nautics, Brazil has been spending tially military, but soon, when an increasing amount on its Air civil flying gets under way again, Force.

Brazil plans to take an increasing In 1942, appropriations for the part in the civil aviation of the Forças Aereas Brasileiras, as it is now called, and for the Navy is western hemisphere.

It is not too much to say that, were similar. In 1943 and 1944 the F.A.B. resources, Brazil might one day be cost the nation more than did its senior service, and in 1945, F.A.B. an air power as great as any in the appropriations have been reaching those of the Army.

Brazil first made aeronautical history when Santos Dumont— famous Brazilian pioneer aviator— flew one of the earliest heavier-than-air craft a distance of sixty-six metres on October 23rd, 1906, at Bagatelle, Paris. His was the first aircraft to take off entirely on its own power and make a con- by years of warfare, is already trolled power-driven flight. (The Wright brothers' plane took off with the aid of a catapult.)

It is a long cry from the 50-h.p. "14-Bis," as this aeroplane was known, to the 2,000-h.p. P.47 "Thunderbolts," with which Brazilian Air Force pilots in Italy were equipped.

The 14-Bis had a service ceiling of nine feet—the P.47 can go roughly 40,000 feet higher!

That gives some idea of the progress made in aviation in the last thirty-nine years. During that time, Brazilian aviation, from being the hobby of a crowd of rich young fellows, became one of the country's important industries.

Since January 20th, 1941, when the separate Army and Naval air forces were merged into one air along Brazil's hundreds of miles of

From Brazil came the first aircraft to take off entirely on its own power, and the country's contribution to the Allied air strength in this war has won it fresh praise, Says PETER VINCENT

jagged coastline. The Army pilots and besides this, a lot of them flew the routes across the vast actually have Italian blood, there areas of jungle and over the almost being a large Italian colony in endless wildernesses of which Brazil Brazil.

The training of these pilots is of a very high standard. On finishing advanced training in Panama, and being equipped with their "Thunderbolts" prior to leaving for Europe, it was difficult and often mountainous terrain covered that, on the average, provided excellent training for the Brazilian pilots took only one-third of the time needed by other pilots of to-day, who have had similar training, have been in their element flying through the tricky air currents and atmospheric conditions which exist over the mountains of Italy.

In Italy the Brazilians felt at home, and were well liked. The language and diet are fairly similar, But Brazil hasn't only been

The distances flown are better appreciated when it is realised that Brazil is larger in size than the United States or China! Naturally, this flying over difficult and often mountainous terrain provided excellent training for the Brazilian pilots took only one-third of the time needed by other pilots of to-day, who have had similar training, have been in their element flying through the tricky air currents and atmospheric conditions which exist over the mountains of Italy.

In Italy the Brazilians felt at home, and were well liked. The language and diet are fairly similar, But Brazil hasn't only been

QUIZ for today

1. What is the common name for a water-fox?
2. How many minims are there in one drachm?
3. How is a piece of music marked "diminuendo" to be played?
4. How should you pronounce the town of Averham?

5. Of what are cricket stumps made?
6. Which of the following is an intruder, and why? 1914, 1940, 1924, 1904, 1964, 1944, 1984.

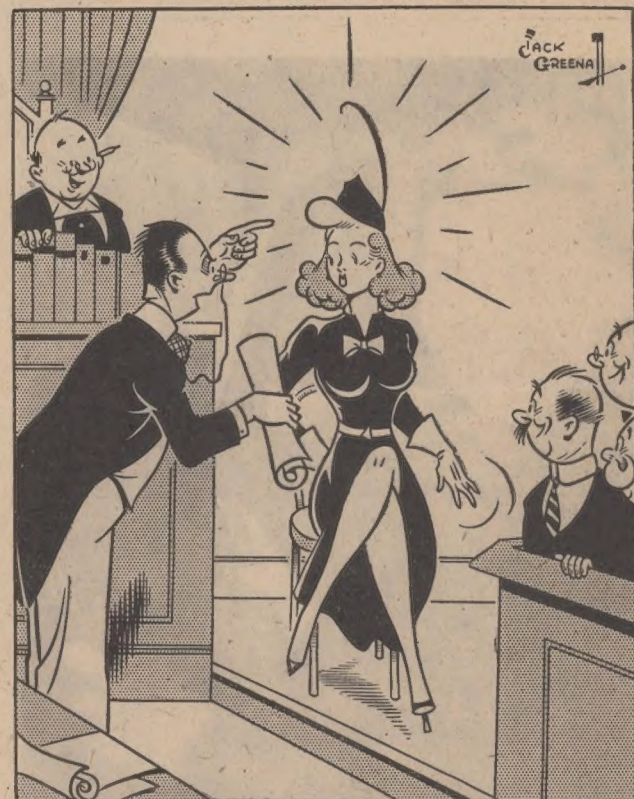
Answers to Quiz in No. 695

1. One and a half yards.
2. About quarter-mile (.277 mile).
3. Laughing gas.
4. 33½ miles.
5. Mutton.
6. Three-ply is not a size of timber; others are.

fighting with guns and 'planes. In the dark days of 1940, Brazil gave financial aid to Britain when help was most needed. A society was formed in Brazil called the Campanha deo Fole. During the Battle of Britain its members paid a fixed sum for every German plane destroyed by R.A.F. pilots.

As a result of these subscriptions, several flights of Spitfires were bought by the Society and flew in the Battle of Britain.

(Continued on Page 3)



"NOW EXPLAIN YOUR MOVEMENTS ON THE NIGHT OF DECEMBER THE SEVENTH"

I Get Around By DEREK HEBENTON

PEOPLE who swallow their food in gulps are adding greatly to the work of the over-taxed staff of Glasgow Ear, Nose and Throat Hospital. They are patients suffering from fish bones or small pieces of mutton bones in the throat.

According to Dr. Charles Macartney, senior surgeon, these cases are quite unnecessary. "In my opinion," he says, "100 per cent. of these cases can be attributed to carelessness, made up partly of greed and partly of an exaggerated sense of politeness on the part of some people swallowing their food in gulps so that they can go on talking."

"But that should not worry people in the Silent Service."

SOLDIERS found lying on the battlefield have been literally raised from the dead by Russian scientists, say officials attached to the Soviet Embassy in Washington. They describe twelve successful experiments, conducted under battle conditions, on the Eastern Front.

Five or six minutes after apparent death, a combination of blood transfusion and artificial respiration restores life, they say.

The discovery, described as a "very simple operation," is largely credited to Dr. Vladimir Negovsky, and has been worked out after eight years of experiment.

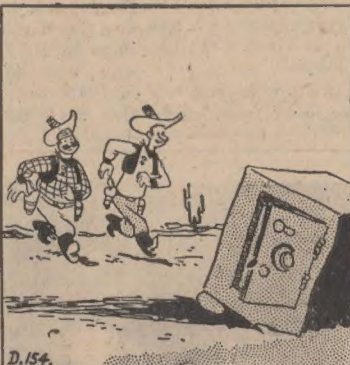
THOSE of you who know the "Alexandra Arms" at Church Lane, East Finchley, will remember the licensee, Mr. Joseph James Pryor, who died recently, aged seventy-five.

Mr. Pryor had held the licence of the "Alexandra" for over fifty years. He was born on the premises, his father having been the previous licensee.

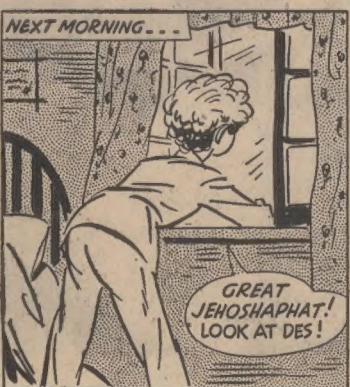
PROSPECTIVE Unionist candidate for the Aston Parliamentary division is a twenty-eight-years-old Leading Seaman, Frederick Bruce Normansell.

The prospective Member has had four and a half years in the Navy, serving on H.M.S. "Birmingham" and a Q-ship. He is the son of Councillor Fred. Normansell, chairman of Aston Villa F.C.

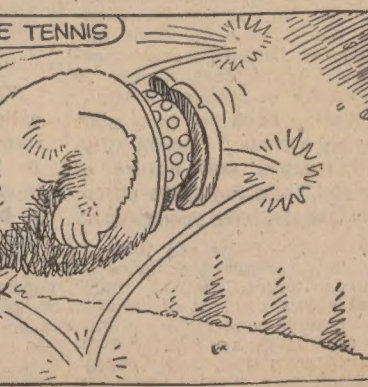
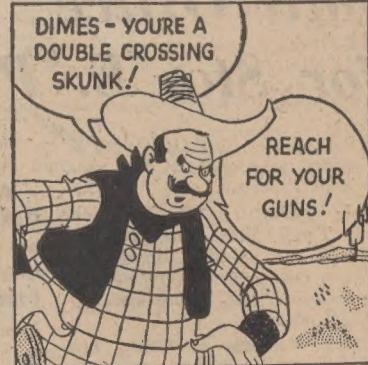
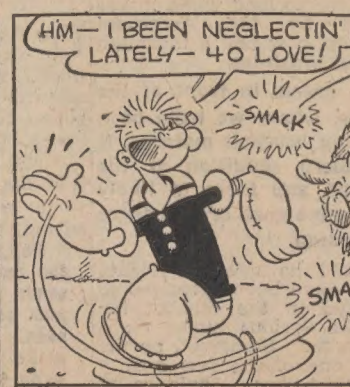
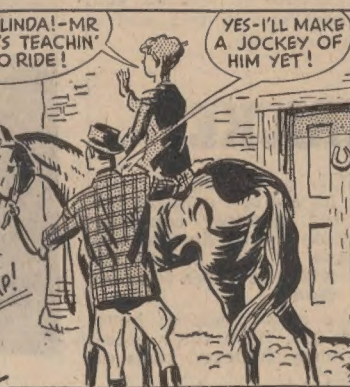
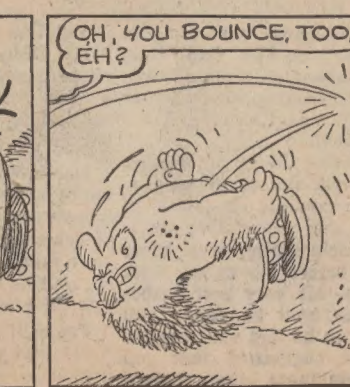
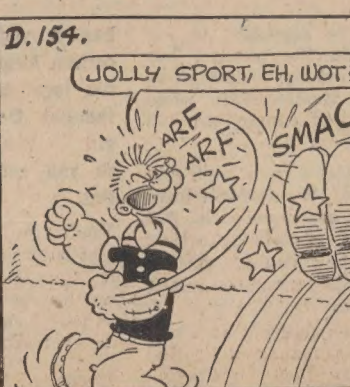
BEELZEBUB JONES



BELINDA



POPEYE



Wangling Words No. 636

- 1. Behead free from dirt and get to incline.
- 2. Insert the same letter ten times and make sense of: n n n in thendmnlsndsmountstorfthing.
- 3. Altering one letter at a time, and making a new word with each alteration, change: MAT into RUG, and HEN into COW.
- 4. The two missing words contain the same letters in different order: No wonder he dreams; he sleeps with a under his pillow and a in his stomach.

Answers to Wangling Words—No. 635

- 1. P-each.
- 2. The eccentric cricketer succeeded in cutting the ball.
- 3. Altogether.
- 4. Bestir, tribes.

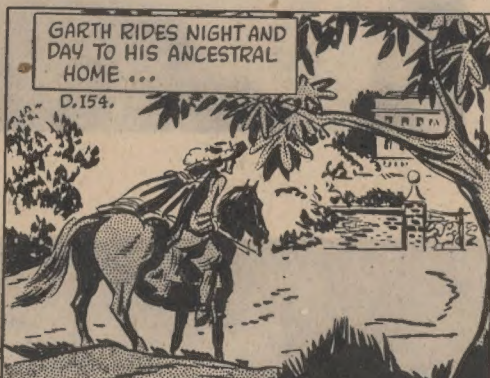
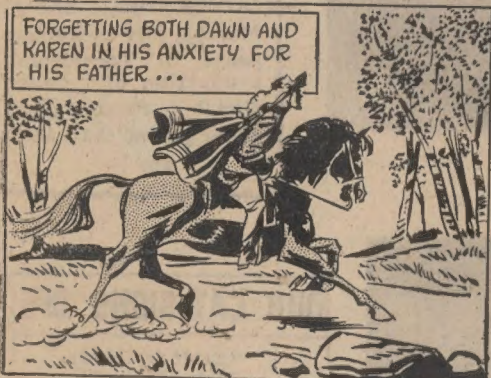
JANE



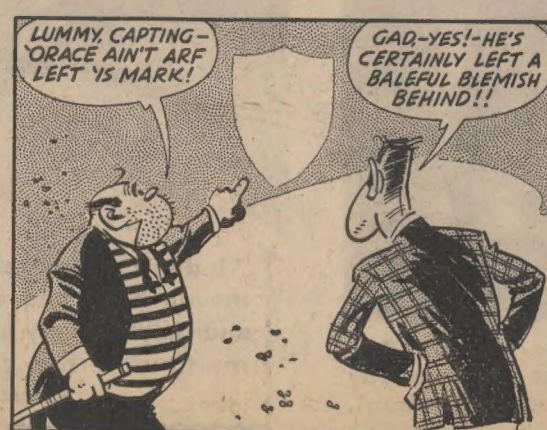
RUGGLES



GARTH



JUST JAKE



BUT THE F.A.B. WAS THERE

(Continued from Page 2)

sporting the Society's badge—a bellows, the idea being that the bellows symbolised the effect of the Society's financial support, fanning the flame of British resistance.

When the Brazilians first came to Italy, a number of British and American interpreters were attached to them. But these were soon given other jobs when it was realised that nearly every Brazilian pilot could speak, or at least understand, a good bit of English. In the F.A.B., technical crews serving the P.47's had no difficulty in understanding the highly complex instruction books, or in carrying out the maintenance instructions identical to those issued to U.S.A.A.F. technical crews.

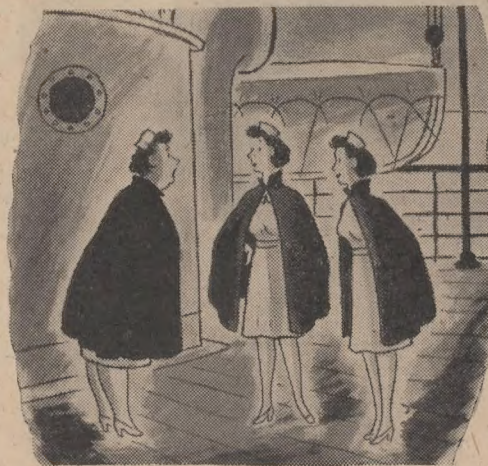
Like the Army, which numbered 50,000 men in Italy, and was also largely equipped with American arms, the F.A.B. understood its foreign-made aircraft, and got the best out of them.

Under the command of Lieut.-Col. Nero Moura, the F.A.B. spent most of its time ground-straffing the enemy and giving close support to its own and Allied troops. The absence of the Luftwaffe made aerial encounters rare.

But the most important service rendered by Brazil to the Allied cause was at the commencement of the African campaign. In those hectic times, when the war had still to be won, Brazil ceded bases and facilities to the U.S. Army and Air Force in Natal, on the coast of the Rio Grande do Norte, thereby greatly shortening the distances over which allied troops and planes had to be transported.

By this act, Brazil undoubtedly shortened the campaign by many months, and saved many lives.

The country is eminently air-conscious, and aviation in Brazil has the enthusiastic support of the entire population.



What do you mean, 'Take off that lifebelt'? 'No kiddin', Mr. Wagstaff; do you REALLY think I have something?'

JOKE CORNER



VERY HOT AIR

NO fewer than seven distinct types of aircraft, built by Fairey Aviation Company, have been used by the Fleet Air Arm in this war. Faireys Seafox, Swordfish, Albacore, Fulmar, Battle, Barracuda and Firefly.

Fairey aircraft sank or damaged 160,000 tons of shipping in year preceding El Alemein, sank or damaged 250,000 tons of shipping during African Campaign.

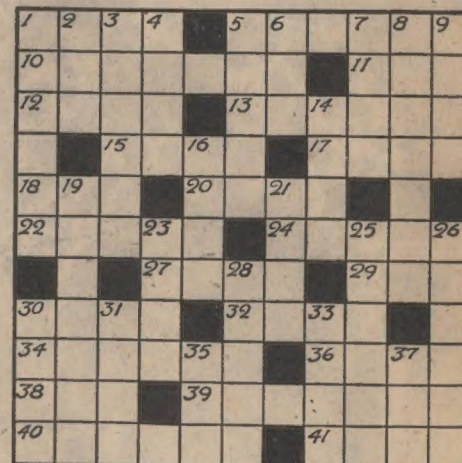
Now in Far East, the Barracuda and Firefly have made an excellent start in operations against Jap shipping.

ANOTHER post-war project—this one by Blackburn—is released for publication. It is a 138 ton civil flying boat, designed by Major J. D. Rennie, F.R.Ae.S. This six-motored weight lifter has retractable wing-tip floats, a 202ft. span, and a length of 148ft. 72 passengers will be carried and 3,000lb. of freight for 4,000 miles. A pretty hefty shape of things to come!

NEWS of U.S. war production. From 1st July, 1940, to 30th Sept., 1944, the U.S. produced 74,935 bombers, 70,627 fighters, 54,642 trainers, 17,592 transports, 10,785 communications, and various other types of aircraft, totalling 232,403 planes. Since 1942, 2,500,000,000 passenger miles on overseas routes have been flown by U.S. Transport Command.

CROSS-WORD CORNER

A PLACATE S
CLAIM SIGHT
CONDOR TROY
ONE SAMUEL
UGLY PALTER
N AB TA E
TURRET REEL
PADDED AXE
ROTA NUTRIA
INERT DOLTS
G SMILERS E



CLUES ACROSS.—1 Place. 5 Elected. 10 Coming. 11 Wrath. 12 Fuel. 13 Flames. 15 Duck. 17 Isthmus. 18 Self. 20 College fellow. 22 Concise. 24 Crowbar. 27 Burden. 29 Verse. 30 Hit with hand. 32 After. 34 Gap. 36 Floor covering. 38 In addition to. 39 Retrieve. 40 Feel indignant at. 41 Wild herb.

CLUES DOWN.—1 Bag of perfume. 2 For. 3 Speaker. 4 Colloquial hat. 5 Thick rope. 6 completely. 7 Dimensions. 8 Built. 9 Escritoire. 14 Girl's name. 16 Port of Arabia. 19 Bona fide. 21 Besides. 23 Quiet. 25 Given as promised. 26 Register. 28 Overturned. 30 Fish. 31 Pet notions. 33 Leisurely. 35 Vase. 37 Maiden name.



"And what have you got on to-day?" "Oh, nothing much." "In that case, will you meet me at Piccadilly Circus?" "Yes, certainly; what time?" "Right away, come as you are, I haven't much on, either." And she's wondering if she dare.



★The white duck by the arch was making a speech when the cameraman called. She was telling the others what she'd do for them if only they elected her to the House. She had caught Election Fever from reading G.M.



And here is another Election story. These two at the London Zoo got into such a tangle that they tied themselves up in knots; and nobody could undo them because nobody knew what the argument was about.



★COVER GIRL. She is Martha, just as she appears in Technicolor production of "Cover Girl." Pretty good cover girl at that, isn't she?



★"I don't understand all this. They wrap me up here, and they wrap me up there, and they take my picture while I'm chewing my thumb. I've got other things to think about, haven't I?"

OUR CAT SIGNS OFF

"Can't somebody think of a wise-crack?"

